

STREET CAR PARLEY FAILS; STRIKE DELAYED A DAY

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WILSON SUMMONS RAILWAY PRESIDENTS; 640 UNION CHIEFS FAVOR PEACE PLAN

SOMME ATTACKS CHECKED, BERLIN WAR OFFICE CLAIMS; ALLIES REPORT NEW GAINS

Germans Contradict Paris Announcement of Advance on Three-Mile Front, and Assert That Five French Assaults Were Repulsed.

In the face of the official claim made by the French War Office last night that German trenches on the Somme line had been captured on fronts totaling three miles, Berlin officially announces to-day that the Anglo-French troops who penetrated positions around Maurepas have been driven back after suffering heavy losses.

British attacks from Ovillers to Pozieres and west of Fourtreaux Wood are declared by Berlin to have been repulsed.

The French War Office reports that a great artillery battle is in progress near Maurepas. It says there were no infantry attacks last night, but Berlin asserts that five French attacks in that region were beaten off last night. Berlin does admit that German first line trenches near Belloy-en-Santerre, south of the Somme, were lost to the French.

The London War Office declares that the British, in conjunction with the advance at Maurepas, pushed forward west and southwest of Guillemont, three miles away. The British also claim the capture of trenches west of High Wood, in the same section.

ALLIES SUFFER HEAVY LOSSES, MAKE NO HEADWAY, SAYS BERLIN

Five French Attacks Said to Have Been Beaten Off Last Night—Lost Trenches at Maurepas Regained.

BERLIN, Aug. 17.—The Germans drove back Anglo-French troops who succeeded in penetrating positions west of Fourtreaux Wood and south of Maurepas, inflicting heavy losses on the allies, it was officially announced this afternoon.

Following is the text of to-day's German War Office report:

"The enemy's fire increased at times to great violence west of Wytschaete and on the La Bassée Canal and to the south thereof.

"After strong British attacks from the Ovillers-Pozieres line and west of Fourtreaux Wood had been repulsed in the morning, the French, after the strongest artillery preparation, advanced to the assault between Guillemont and the Somme, and at the same time very considerable British forces advanced between Pozieres and Fourtreaux Wood. The assault failed, as did five nocturnal attacks attempted by the French. After stubborn fighting, portions of the enemy troops which penetrated our positions west of Fourtreaux Wood and south of Maurepas were driven back again. The enemy's losses were large.

"South of the Somme fighting took place in the neighborhood of Belloy. The French obtained a foothold here in our first line trenches over a width of about 500 metres. East thereof and near Estrees the enemy has been repulsed.

"On both sides of the Meuse (Verdun front) the artillery was more active. An attempted attack by the enemy on Chapire Wood was suppressed by our curtain of fire.

"At numerous points on the front French patrols undertook

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CAPTIVE UNDERSEA BOAT MAY BE THE BIG LINER BREMEN

Passengers Arriving To-Day Saw Submarine Lashed to a Destroyer at Deal.

CRUISER GUARDS HER. Accompanies Captured Subsea Vessel Into Port While Cunard Passengers Look On.

A possible clue to the fate of the German submarine cargo carrier Bremen, now long overdue on this side, was furnished by passengers aboard the Cunarder Alaunia, which arrived to-day from London, fourteen days out. These travelers believe it not unlikely that the Bremen fell into the hands of the British off the south coast of England about Aug. 6 and is now at Deal. Certainly there is a large German submarine at Deal, and it was towed in by a British cruiser on Aug. 6.

The Alaunia left her dock in London on Aug. 3, but was detained two days at Tilbury on the Thames and was again stopped on Aug. 6 and ordered into the harbor at Deal. While the vessel was lying there a British destroyer and a big British cruiser steamed in, the destroyer leading the way.

Lashed to the side of the destroyer was a great German submarine which was kept afloat largely because of the support offered by the cruiser, which bore a list toward the side to which the enemy undersea boat was lashed. There was great excitement in the harbor over the arrival of the British war vessels and their prize and the excitement was still prevalent when the Alaunia was allowed to proceed several hours later.

No one on the Alaunia knew anything about the Bremen at that time, but the officers and such of the passengers as were familiar with war vessels remarked upon the great size and peculiar construction of the German submarine. They now are of the opinion that the British war vessels intercepted the German undersea boat somewhere off the coast.

CAR STRIKES AGED MAN; TRIED SUICIDE, IS CHARGE

Witnesses Say John Fulwood Deliberately Threw Himself Onto Tracks.

An old man, who, according to witnesses, tried to throw himself under a Flatbush Avenue car at Sixth Avenue, Brooklyn, to-day, was struck but not seriously injured. When he was dragged from under the edge of the front platform he said he was John Fulwood of No. 115 St. John's Place, and that he was sixty-four years old.

The police made Mr. Fulwood a prisoner, charging him with attempted suicide. He had been standing in the middle of the roadway as the car approached. Then, it was said, he ran forward and let the car strike him. His right hand was badly cut. He was taken to the Kings County Hospital for observation.

Al Roy Fulwood, Treasurer of the Alton Mines Company of No. 1 Broadway, a son of the injured man, said an accident must have befallen his father as there was not a reason why he should want to take his life.

Shark Kills Himself in Net. (Special to The Evening World.) STAMFORD, Conn., Aug. 17.—A four-foot shark killed itself to-day trying to force his way through a net set to guard the bathing beach at John Sherman's.

PRESIDENT IS DISTURBED BY DEFIANCE OF MANAGERS AS HE MEETS WORKERS

Men at Conference Willing to Agree to Tentative Proposal Providing for Trial of 8-Hour Day Under Federal Supervision.

(From a Staff Correspondent of The Evening World.) WASHINGTON, Aug. 17.—When the 640 members of the general committee of executive chairmen of the railroad workers' brotherhoods and their sub-committee of thirty-four, headed by the four presidents of the brotherhoods, this afternoon went before President Wilson to exchange with him pledges of co-operation to end the railroad strike there could be no misunderstanding of the willingness of the chairmen to follow the lead of their head in agreeing to the tentative peace plan proposed by President Wilson.

The union chiefs met in a local theatre just before going to the White House and heard from President Garretson of the conductors his version of the earlier conference of the labor men with the President, which is substantially as explained to them yesterday on their way here.

The attitude of the railroads, their managers and presidents still causes uneasiness at the White House. The action of the President in sending for the railroad presidents for a conference with him at the earliest possible moment has not bettered the temper of the managers. The managers are going around saying, "Nobody is going to get anywhere by going over their heads," and that if the President could see the telegrams exchanged between them and their presidents in the last three days he would realize that by calling the presidents here he had simply doubled the number of earnest experts who will tell him that an arbitration commission much decide whether a rigid eight-hour day is practicable for "good railroad" and will not force the roads into bankruptcy.

The answer of the White House is that the managers are unduly concerned, that the President is calling the railroads' executive heads together to assure them no wasteful demoralization application of the eight-hour day is intended, but that he does insist on the acceptance of the plan for a definite period as an experiment of which the board of mediation and conciliation with its appropriations much increased and its powers enlarged shall be the judge.

Should this compromise be rejected by the railroad corporations, as Mr. Wilson does not believe it will be, it is pretty well settled they will ask for ten days or two weeks in which to make new statistical surveys to make sure there are no profitable and mechanically effective ways of adapting the eight-hour day to railroad work. It is also settled that when all else fails, Mr. Wilson, with full knowledge of the fact that the men most sensitive to public opinion are not the operators of the lines or the titular heads of the corporations, but the big financiers back of the systems, will not hesitate to send a message to certain very touchy millionaires living near Central Park, New York, and the shores of Lake Michigan in Chicago and ask them how far they will care to underwrite the attitude of their hired men.

AS EIGHT-HOUR DAY DEMONSTRATION FESTIVAL. The chairmen were informed at their meeting at the Bijou Theatre that the American Federation of Labor last night had passed the word throughout the country that to-day was to be observed religiously as an

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INTERBORO MANAGER WHO SAYS DIRECTORS ORDERED DISMISSALS



MAN FALLS 75 FEET TO HIS DEATH INTO BROADWAY CROWD

Painter Drops From Scaffold at Thirty-Fourth Street Corner, Striking Pedestrian.

Jacob Doets, a painter, fell seventy-five feet from a scaffold on the Broadway side of Sak's store, at Thirty-fourth Street and Broadway, at 10 o'clock to-day, striking in his fall Herman Dakin, a negro, of No. 250 West One Hundred and Thirty-third Street, who was passing the north store entrance. Dakin was knocked across the sidewalk, but escaped serious injury. Doets, landing on his head, crashed partly through a steel and glass vault cover and was instantly killed.

The accident occurred at a busy hour on one of the busiest corners in New York and attracted a tremendous crowd, in which women shoppers predominated. It so happened that Doets fell at a moment when there was no one entering or leaving the store by the door in front of which he landed, but there were many on the walk.

Dakin was struck a glancing blow on the shoulder by the falling painter. His eyeglasses were jarred from his nose and broken when Doets fell on him.

Doets was thirty-four years old, single and lived in a rooming house at No. 65 Cooper Square. With Albert Peterson of No. 198 East One Hundredth Street, he was engaged in painting window frames on the outside of the Sak's building. Peterson says Doets, in reaching out with his paint brush, made a misstep and slipped down between the scaffold and the wall.

BIG INCREASE IN DEPOSITS IN THE NATIONAL BANKS

\$2,037,000,000 Are the Figures Over Last Year—the Grand Total is \$10,856,000,000.

WASHINGTON, Aug. 17.—National bank deposits increased \$2,037,000,000 in the year ending June 30, the Treasury department reported to-day.

The total deposits reached \$10,856,000,000.

Loans and discounts totaled \$2,790,000,000, an increase of \$101,000,000.

Famous Italian Garsman Killed. LONDON, Aug. 17.—Lieut. Giuseppe Sinigaglia, of Como, Italy, who won the famous Diamond Sculls at Henley in 1914, has been killed during the fighting on the Carso Plateau, says a Central News despatch from Milan to-day.

HEDLEY REFUSES TO ACT ON DEMANDS OF CARMEN; PUTS REPLY UP TO BOARD

Place of Directors, Who Discharged Men, to Pass on Reinstatement, Says Traction Manager—Labor Leaders Give Transit Officials Until To-Morrow to Avert Strike.

THIRD AVE. MEN THREATEN TROUBLE OVER DISMISSALS

General Manager Hedley of the New York Railways Company, in conference to-day with a committee from the Street Carmen's Union—including officers of the "alien organization," with which both President Shonts and he vowed they would never do business—passed responsibility for the discharge of seventy-three employees since the agreement was signed last week along to the Board of Directors. As a result of his action, New Yorkers will not know for another day at least whether they are to be inconvenienced by a new city-wide traction strike.

At the outset of the conference General Organizer Fitzgerald of the union forces demanded the reinstatement of the men who had been dismissed before he would consent to discuss the other questions involved. Hedley said he was without authority to put the men back to work, as their discharge had been ordered by the Board of Directors.

"If you are without authority," said Fitzgerald, "there is no need of going any further with this conference. Our business is with your Board of Directors. We will give you until to-morrow to get them together so that we can confer with them."

"I can make no promises about getting them together on such short notice," was Hedley's answer to this ultimatum. "However, I'll see what can be done in the matter."

Later in the afternoon W. L. Pepperman, an assistant of President Shonts, announced that the traction officials were making every effort to get in touch with the directors. He said many of them were spending their vacations in different parts of the country, but it was hoped to reach a sufficient number to have a quorum here by to-morrow.

The conference which ended so unsatisfactorily consumed about an hour. While the union leaders would not discuss the subject, it was plain that they looked upon Hedley's agreeing to confer with them as a sign that the company was weakening in its determination not to recognize the union.

Reporters were excluded from the conference, but all reports agreed that the meeting proceeded without friction. At its conclusion General Organizer Fitzgerald said:

"We have requested Mr. Hedley to arrange a meeting of the Board of Directors, and if he doesn't succeed in doing so we will immediately take up the matter with Mayor Mitchell and Chairman Straus of the Public Service Commission. The whole thing is a question of a violation of the agreement signed last week. We shall insist that these discharged men be put back to work before any other question is considered."

Mr. Hedley when asked for the company's version of what took place at the meeting said:

"I have no statement to make at present. It was agreed that the minutes of what took place would be given to the press after the representatives of the company and the men had made necessary corrections. These minutes will speak for themselves."

FINAL EFFORTS MADE FOR PEACE, SAYS UNION LAWYER.

Attorney Fridiger for the union said that if the city officials were not successful in compelling the company to live up to its agreement his organization would feel that it had done everything possible to bring about a

peaceful settlement of the controversy and would feel free to act as it saw fit.

Besides Manager Hedley, the company was represented in the conference by Assistant Manager Norris and James L. Quackenbush, one of its attorneys.

Several times during the conference Manager Hedley endeavored to have the union representatives lay aside, temporarily, the demand for the reinstatement of the dismissed employees, so that the other grievances might be considered. The union leaders steadfastly refused to alter their plans not to proceed with the other questions until the seventy-three men were put back on their cars.

General Organizer Fitzgerald pointed out that under the agreement of last week every man who went on strike was to be taken back without prejudice. He characterized the action of the company in discharging them as a gross violation of that compact.

The union committee was made up as follows: William B. Fitzgerald, general organizer of the union and the man who has engineered the unionizing of the employees on all the transportation lines of the city; Louis J. Fridiger, counsel for the union; James H. Vahey, of Boston, one of the union's most prominent lawyers; Hugh Frayne, general organizer of the American Federation of Labor; William Conway, President of the local union; Edward McCann, Vice President; John O'Mara, Business Agent; John J. Burns, Financial Secretary; and these members of the Executive Board: Patrick J. Leo, Frank Mitchell, Thomas Sheehan, George Ballou, Thomas Dougherty and Frank Hope.

EXECUTIVE BOARD GIVEN POWER TO CALL STRIKE. The Executive Board of the local union has full power to act. Its members were clothed with the right to call a strike by the vote of 2,000 employees of the lines, who met last